Financing & Implementing the Wide Bay Integrated Transport Plan
Financing the Wide Bay Integrated Transport Plan

The Wide Bay Integrated Transport Plan identifies existing and future transport infrastructure needs for the Wide Bay region. This also includes identifying the need for pre-planning and investigation studies to enable the identification of appropriate infrastructure requirements. In some cases the identified infrastructure may not even be required, depending on regional growth and the choices and decisions made by government, business, industry, service providers and the community over the next twenty years and beyond.

By identifying the required actions and projects for the next twenty years, the Wide Bay Integrated Transport Plan will ensure that the transport needs of the region have been considered in an integrated and focused manner. Infrastructure and services which may be long term, can then be planned for and the appropriate identification, planning and safeguarding of transport corridors can occur.

It should be noted that all actions and recommended capital works will need to be subject to:

- future funding approvals
- relevant studies and investigations listed in the Wide Bay Integrated Transport Plan
- appropriate environmental and other impact assessments
- further public consultation, and
- the lead agency’s planning and assessment processes for their respective actions, including comprehensive technical, financial and other evaluations.

Many of the actions and items of potential future infrastructure identified in this document are currently unfunded under current funding arrangements for the region. Reasons for the identification of future currently unfunded items include:

- the need to identify and safeguard transport corridors to ensure that transport and development options are not prematurely restricted
- the need to identify current and future regional transport requirements in an integrated way
- the need to identify critical thresholds for design and funding requirements
- the need to provide opportunities for the Wide Bay community to understand the decision-making processes of transport agencies and influencing factors, such as scarcity of resources
- the need to provide opportunities for the Wide Bay community to provide input into transport decision-making processes, and
- the potential for the advancement of reasoned and demonstrated arguments for possible additional funding, if available, for critical items and projects.

For significant additional sums of money to be allocated for the infrastructure identified in the Wide Bay Integrated Transport Plan there is a very clear need to justify that expenditure. It is also important to note state and local governments fund a wide range of transport and non-transport initiatives.
Implementing the Wide Bay Integrated Transport Plan

Circumstances will change over the next twenty years. Planning assumptions, priorities and issues will need to be reviewed and revised and new priorities may emerge. The Wide Bay Integrated Transport Plan will need to be adjusted and reviewed over time to take account of these changing circumstances.

In particular, it should be noted that within the Wide Bay Integrated Transport Plan and Wide Bay 2020 frameworks, government agencies and local councils may need to consider a range of issues in developing their own ongoing program. Each individual state government agency or local council may therefore need to exercise flexibility to adjust their yearly work program and determine the absolute priority of actions listed in the Wide Bay Integrated Transport Plan. The process used to develop the Wide Bay Integrated Transport Plan recognises the need for such flexibility to cater for changing circumstances and work plans.

It is also recognised that the Wide Bay Integrated Transport Plan cannot necessarily list all work activity on transport infrastructure and services that will be undertaken in the Wide Bay region over the next twenty years and beyond. It is the intention of the Wide Bay Integrated Transport Plan to canvass the main transport issues of regional significance. It does not cover local level work activity to a large extent.

Responsibilities for implementing specific actions within the Wide Bay Integrated Transport Plan have been identified against each action. For each action, a lead agency and collaborating agencies have been nominated.

It is proposed that a Wide Bay Integrated Transport Plan Implementation Group be established. This implementation group will be chaired by Queensland Transport and will have an appropriate technical officer from each of the lead agencies listed in the Wide Bay Integrated Transport Plan. The role of the implementation group will be to:

- monitor and report on the progress of individual actions
- facilitate cross-agency interaction and information-sharing to support the implementation of the Wide Bay Integrated Transport Plan, and
- identify and develop opportunities to secure funding for the implementation of the Wide Bay Integrated Transport Plan.

It is proposed that the overall Wide Bay Integrated Transport Plan be reviewed every five years, consistent with census intervals. It is also proposed that an annual review of the rolling program of actions be undertaken by the implementation group. This annual cycle review would also consider the need for a project-driven review of the actions and proposed timing of actions within the Wide Bay Integrated Transport Plan.

The Wide Bay Regional Planning Advisory Committee will monitor outcomes of the Wide Bay Integrated Transport Plan against the Wide Bay 2020 Regional Growth Management Framework.
Appendix A: Glossary & Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-Double</td>
<td>An oversized vehicle that is a combination of a prime mover followed by two trailers whose total length is less than 25m.</td>
</tr>
<tr>
<td>BCC</td>
<td>Bundaberg City Council</td>
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<tr>
<td>BSC</td>
<td>Burnett Shire Council</td>
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<tr>
<td>CITS</td>
<td>Central Integrated Transport Study</td>
</tr>
<tr>
<td>CSC</td>
<td>Cooloola Shire Council</td>
</tr>
<tr>
<td>DLRG</td>
<td>Queensland Department of Local Government &amp; Planning</td>
</tr>
<tr>
<td>DMR</td>
<td>Queensland Department of Main Roads</td>
</tr>
<tr>
<td>DPI</td>
<td>Department of Primary Industries</td>
</tr>
<tr>
<td>DSD</td>
<td>Queensland Department of State Development</td>
</tr>
<tr>
<td>DTRFT</td>
<td>Queensland Department of Tourism, Racing &amp; Fair Trading</td>
</tr>
<tr>
<td>EIS</td>
<td>Environment Impact Study</td>
</tr>
<tr>
<td>EPA</td>
<td>Queensland Environmental Protection Agency</td>
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<tr>
<td>HBCC</td>
<td>Hervey Bay City Council</td>
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<tr>
<td>IAS</td>
<td>Impact Assessment Study</td>
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<tr>
<td>ISC</td>
<td>Isis Shire Council</td>
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<tr>
<td>ITP</td>
<td>Integrated Transport Plan</td>
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<tr>
<td>KSC</td>
<td>Kolan Shire Council</td>
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<tr>
<td>MCC</td>
<td>Maryborough City Council</td>
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<tr>
<td>MITWG</td>
<td>Environmental Protection Agency coordinated Marine Infrastructure Technical Working Group</td>
</tr>
<tr>
<td>MRIG</td>
<td>Main Roads Investment Guidelines</td>
</tr>
<tr>
<td>MVSC</td>
<td>Miriam Vale Shire Council</td>
</tr>
<tr>
<td>NITS</td>
<td>Northern Integrated Transport Study</td>
</tr>
<tr>
<td>NRBM</td>
<td>Queensland Department of Natural Resources &amp; Mines</td>
</tr>
<tr>
<td>NSC</td>
<td>Noosa Shire Council</td>
</tr>
<tr>
<td>RGMF</td>
<td>Regional Growth Management Framework (Wide Bay 2020) - A framework for consistent land use planning &amp; decision-making &amp; an integrated response to opportunities &amp; pressures of the growth projected for a region</td>
</tr>
<tr>
<td>RIP</td>
<td>Main Roads’ Roads Implementation Plan</td>
</tr>
<tr>
<td>RPAC</td>
<td>Regional Planning Advisory Committee - The committee which oversees the WB2020 process. It consists of representatives from state and local government, major business &amp; community sector interest groups.</td>
</tr>
<tr>
<td>SEQ BPA</td>
<td>Biodiversity Planning Assessment for South East Queensland</td>
</tr>
<tr>
<td>SEQ BPA short term</td>
<td>2001-2005</td>
</tr>
<tr>
<td>SIPIP</td>
<td>State Infrastructure Plan - Implementation Plan</td>
</tr>
<tr>
<td>SITS</td>
<td>Southern Integrated Transport Study</td>
</tr>
<tr>
<td>SRQ</td>
<td>Sport &amp; Recreation Queensland</td>
</tr>
<tr>
<td>STN</td>
<td>Strategic Transport Network</td>
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<tr>
<td>STRS</td>
<td>Strategic Tourism Roads Strategy</td>
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<tr>
<td>TBD</td>
<td>to be determined</td>
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<tr>
<td>TIDS</td>
<td>Transport Infrastructure Development Scheme - Construction &amp; maintenance activities on local government roads for which funding subsidies are provided from the Main Roads’ Roads Implementation Program, either because of their contribution to the overall road system or to assist local governments to address demands on their local road networks &amp;/or manage local employment impacts</td>
</tr>
<tr>
<td>TQ</td>
<td>Tourism Queensland</td>
</tr>
<tr>
<td>TSC</td>
<td>Tiaro Shire Council</td>
</tr>
<tr>
<td>Wide Bay Region</td>
<td>The region comprising the ten local government areas of Bundaberg City, Burnett, Cooloola, Hervey Bay City, Isis, Kolan, Maryborough City, Miriam Vale, Tiaro &amp; Woocoo.</td>
</tr>
<tr>
<td>WB2020</td>
<td>The Wide Bay 2020 Regional Growth Management Framework &amp; its associated processes</td>
</tr>
<tr>
<td>WBHSN</td>
<td>Wide Bay Human Services Network</td>
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<tr>
<td>WBITP</td>
<td>Wide Bay Integrated Transport Plan</td>
</tr>
<tr>
<td>WSC</td>
<td>Woocoo Shire Council</td>
</tr>
</tbody>
</table>

Appendix A
Glossary
Appendix B: Publications

Wide Bay Integrated Transport Plan Publications

Central Integrated Transport Strategy (CITS) prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay Central sub-region, focusing on Hervey Bay City, Maryborough City, Tiaro, Woocoo & Isis


Freight Movement & Ports Study prepared by Kinhill Economics (1998)- investigated options for improving the efficiency of freight movements within and through the Wide Bay region

Northern Integrated Transport Strategy (NITS) prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay northern sub-region focusing on Bundaberg City, Burnett, Kolan & Miriam Vale

Regional Travel Pattern Study prepared by Connell Wagner (1998) - established the current travel patterns and recent trends in transport demand within and through the Wide Bay Region.

Southern Integrated Transport Strategy (SITS) prepared by Arup (2001) - identifies transport issues, challenges & options relating to the Wide Bay southern sub-region, focusing on Cooloola

Wide Bay Integrated Transport Plan: Draft for Consultation (2002) - draft integrated transport plan released for public comment

Wide Bay Strategic Transport Network prepared by Maunsell McIntyre Pty Ltd (2000) - summarises the findings of the technical issues and community views working papers and provides a vision of what the transport network could be by the year 2020

Working Paper: Community Views prepared by Street Ryan (1999) - presented community issues and priorities which were raised and impacted on the development of the Wide Bay Strategic Transport Network (STN)

Working Paper: Technical Issues prepared by Maunsell McIntyre Pty Ltd (1999) - presented the technical issues which emerged as a result of initial research on the characteristics and trends in regional travel patterns and freight movement and identified key issues, options and potential performance criteria.

Other Referenced Publications

Austroads Guide to Traffic Engineering Practice – Part 13 – Pedestrians
Austroads Guide to Traffic Engineering Practice – Part 14 – Bicycles
Department of Main Roads Road Investment Guideline Department of Main Roads (2001)
Gladstone Integrated Transport Plan 2001-2030 Queensland Transport, Main Roads, Queensland Rail, Gladstone Port Authority, Gladstone City Council, Calliope Shire Council, Gladstone-Calliope Aerodrome Board (2001)
Great Sandy Region Management Plan Queensland Parks & Wildlife Service
Hervey Bay Road Network Study (2001)
Integrated Planning Act 1997
Queensland Streets Institution of Municipal Engineering Australia (1995)
Rail Network Strategy (Draft) Queensland Transport (2001)
Roads Connecting Queenslanders A strategic long-term direction for the Queensland road system and Main Roads Main Roads (2002)
Safe Mobility for All for Life Queensland Transport (2001)
Shaping Up: Shaping urban communities to support public transport, cycling & walking in Queensland Queensland Transport (1999)
State Coastal Management Plan Environmental Protection Agency (2001)
Strategic Tourism Roads Study Tourism Queensland & Main Roads (2000)
Strategy for Growing Tourism Department of Tourism, Racing & Fair Trading
Transport 2007 Queensland Transport (2001)
Appendix C: Acknowledgements

Wide Bay Regional Planning Advisory Committee

Nita Cunningham  Minister for Local Government & Planning
Cr Mike Edgar  Councillor, Bundaberg City Council
Cr Raymond E. Duffy  Mayor, Burnett Shire Council
Cr Mick Venardos  Mayor, Cooloola Shire Council
Cr Ted Sorenson  Mayor, Hervey Bay City Council
Cr Bill Trevor  Mayor, Isis Shire Council
Cr Eddie Stone  Mayor, Kolan Shire Council
Cr Alan Brown  Mayor, Maryborough City Council
Cr John Bell  Mayor, Miriam Vale Shire Council
Cr John Horrex  Mayor, Tiaro Shire Council
Cr Kevin Mahoney  Mayor, Woocoo Shire Council
Alan Stephens  Principal Planning Officer, Department of Primary Industries
Wendy Hamilton  Social Planner, Department of Families
Trevor Corrthorne  Principal State Development Officer, State Development Centre
Maurine Gibson  Alternative Placement Support Services
Don Halpin  Bundaberg Fruit & Vegetable Growers
Col Johnson  Gurang Land Council
Craig Hodges  Bundaberg District Tourism & Development Board
Pam Soper  Wide Bay Conservation Council Inc
Mary Wilkinson  Queensland Chamber of Commerce & Industry

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Sharon Moller  Project Officer (Regional Transport Planning), Queensland Transport
Tony Forsyth  Graphic Designer, Queensland Transport
Rigoberto Santana  Project Support Officer (Regional Transport Planning), Queensland Transport

Thanks are also extended to the members of the Transport Planning Advisory Group who provided considerable input into previous elements of the Study which have contributed to the development of the Wide Bay Integrated Transport Plan.

Other Contributing Agencies

Thanks are also extended to officers from the following agencies, who have contributed to the development of the Wide Bay Integrated Transport Plan:

- Bundaberg City Council
- Burnett Shire Council
- Department of Local Government & Planning
- Department of Main Roads
- Environmental Protection Agency
- Isis Shire Council
- Maryborough City Council
- Queensland Parks & Wildlife Service
- Queensland Transport
- Tourism Queensland
- Woocoo Shire Council
- Bundaberg Port Authority
- Cooloola Shire Council
- Department of Natural Resources & Mines
- Department of Primary Industries
- Hervey Bay City Council
- Kolan Shire Council
- Miriam Vale Shire Council
- Queensland Rail
- Sport & Recreation Queensland
- Tiaro Shire Council
- Wide Bay 2020

Thanks are also extended to Mrs Amanda Flint, former Regional Manager Integrated Transport Planning (Southern), Queensland Transport for her work in initiating and progressing the Wide Bay Integrated Transport Planning project between 1995 and 2000.
If you require additional copies of the Wide Bay Integrated Transport Plan please contact Queensland Transport's Regional Manager - Integrated Transport Planning (Southern) on 07 4639 0868 or by email at: wbitp@transport.qld.gov.au

The Wide Bay Integrated Transport Plan is available on the Queensland Transport internet site: http://www.transport.qld.gov.au

The Wide Bay Integrated Transport Plan has been developed by:

[Logos of various councils and organisations]